

second phase. We will wind up with about a \$50 million investment, this deepening project from 30 to 36 feet.

Mr. BLATNIK. Admiral, is it 36 or 38 feet?

Admiral STEPHENS. It is 36 feet on the main channel sir, and 38 feet outside. That is an extra 2 feet because of wave bounce allowance out there. But this extra 6 feet is vital to us in terms of our rapidly increasing general cargo and our cruise passenger business.

I think that summarizes it, sir.

Mr. BLATNIK. The committee has in the past visited the port. It is an excellent development and I want to congratulate you on the splendid initiative and creativeness displayed on the local level under the very able leadership and participation of the citizens.

Thank you very much.

Mr. FASCELL. Mr. Chairman and members of the committee, we do have a beautiful port at Miami but this improvement is extremely essential because it is the lifeblood of our area. It is one of the fastest growing areas in the whole country.

As all of you know, we are one of the last major ports to receive this kind of treatment or improvement. We are way behind. We have been subject to great discrimination so long as I can remember.

It is one of the most costly things to our community and, therefore, it is urgent and necessary both from an economic point of view and from a military point of view to get this improvement.

I have a statement supporting this project, of course, which I want to submit for the record and to advise the committee that the agencies have reported favorably on this project, that is the Corps of Engineers, Department of the Interior, HEW, Department of Transportation, and the Florida Board of Conservation.

We expect the corps to report to the Congress today on the matter.

Thank you very much, Mr. Chairman.

(The full, prepared statement of Mr. Fascell follows:)

STATEMENT OF HON. DANTE B. FASCELL, A REPRESENTATIVE IN CONGRESS FROM THE
STATE OF FLORIDA

Mr. Chairman and members of the Committee, I want to thank you for giving me this opportunity to appear in support of authorization of improvements on Miami Harbor. This project is of vital importance.

The major portion of Dade County, Florida's economy is based on trade and tourism. It is a multi-billion dollar industry that brings visitors and trade from every point in the Western hemisphere as well as throughout the world. The present depth of 30 feet will not permit large cruise and other ships to dock at Miami. They are compelled to either berth elsewhere, even though most would prefer to come to Miami, or bypass South Florida completely.

In addition to tourism, Greater Miami has become one of the fastest growing areas in the country for light industry. Its garment manufacturing industry is one of the largest in the nation and the production of sports equipment, aluminum products, jewelry and boat building—to mention only a few—have become major factors in the economy.

The deepening of Miami Harbor will also prove to be a primary military asset to the United States. South Florida is one of the country's major strongholds of defense. During World War II a large number of vessels were sunk within view of the shore from Miami Beach to Key West. The limited facilities at that time were overtaxed. The availability of an additional deep water harbor to our military forces is apparent.

The federal government has other interests in deepening Miami Harbor. ESSA has chosen Miami for its new East coast oceanographic study laboratory. This, along with the University of Miami's Institute of Marine Science and the U.S. Tropical Atlantic Biological Laboratory, has made Miami the oceanographic center of the world. Large vessels for ocean study will be coming to Miami in